



# THE COMMONWEALTH.

MONDAY.....NOVEMBER 14, 1864.

## OFFICIAL.

### LAWS OF THE UNITED STATES,

Passed at the First Session of the Thirty-eighth Congress.

[PUBLIC- No. 207.]

AN ACT for the relief of seamen and others, not officers, borne on the books of vessels wrecked or lost in the naval service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proper accounting officers of the Treasury be and they are hereby authorized, under the direction of the Secretary of the Navy, in settling the accounts of seamen and others, not officers, borne on the books of any vessel in the service of the United States, which shall have been wrecked, on which shall have been heard from so long that their wreck may be presumed, or which shall have been destroyed or lost, with the loss of all papers necessary to a regular and exact settlement of such accounts, to fix a day when such wreck, destruction, or loss shall be deemed and taken to have occurred.

Sec. 2. And be it further enacted, That the proper accounting officers of the Treasury be and they are hereby authorized, in settling the accounts of the petty officers, seamen, and others, not officers, on board of any vessel in the employ of the United States, which, by any casualty, or in action with the enemy, has been or may be sunk or otherwise destroyed, together with the rolls and papers necessary to the exact ascertainment of the accounts of the same at the time of such loss, to assume the last quarter return of the paymaster of any such vessel, as the basis for the computation of the subsequent credits to those on board, to the date of such loss, if there be no official evidence to the contrary. Where such quarter return has from any cause not been made, the said accounting officers are hereby authorized to adjust and settle said accounts on principles of equity and justice, and to allow and pay to each person, not an officer, employed on a vessel so sunk or otherwise destroyed, and whose personal effects have been lost, a sum not exceeding six dollars a month for his personal effects.

Sec. 3. And be it further enacted, That in case of the death of such petty officer, seaman, or other person, not an officer, such payment shall be made to the widow, child, or children, father, mother, brothers, and sisters (jointly) in the order of preference, under such rules as the Second Comptroller of the Treasury may prescribe; such credits and gratuity to be paid out of any money in the Treasury not otherwise appropriated.

Approved July 4, 1864.

[PUBLIC- No. 208.]

AN ACT further to regulate the carriage of passengers in steamships and other vessels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the term contingent, and that part of the contingent of the continental "An act to regulate the carriage of passengers in steamships and other vessels," approved March three, eighteen hundred and fifty-five, shall not be held to extend to any port or place connected with any inter-oceanic route through Mexico.

Sec. 2. And be it further enacted, That the provisions of the eleventh section of said act be and the same are hereby extended to all vessels whose passengers, or any part of them, are or shall be bound from or to any of the ports or places therein mentioned, by way of any ocean route or routes through Mexico or Central America.

Sec. 3. And be it further enacted, That hereafter there shall be delivered to masters or commanders of vessels three copies of the inspectors' certificates directed to be given them by collectors or other chief officers of the customs, by the twenty-fifth section of the act entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam,' and for other purposes," approved August thirty, eighteen hundred and fifty-five, and fifty-two, one of which copies shall be placed, and at all times kept, by said masters or owners, in some conspicuous place in the vessel, where it will be most likely to be discovered by steerage passengers, and the other, for neglecting or refusing to place or keep up such additional copy, shall be the same as is provided by the said twenty-fifth section in the other cases therein mentioned.

Sec. 4. And be it further enacted, That the list of passengers required to be kept by section thirty-five of the said act of August thirty, eighteen hundred and fifty-two, shall also be open to the inspection of any passenger during all reasonable hours; and that after any clearance is granted, but before the vessel shall be allowed to depart, the master or other person in charge of such vessel, carrying passengers, shall file with the collector, or other officer of the customs, a general list, verified by the oath of the master or other agent or owner of the vessel, of all passengers received to be received on the vessel so cleared, for conveyance during the proposed voyage, designating cabin and steerage passengers distinctly; and on the receipt by such customs officer on the full list so verified, a departure permit shall be given, without which no vessel conveying passengers shall go to sea; and such departure permit shall be shown to the pilot of each vessel before he shall have authority to take the vessel to sea; and any pilot who shall without such authority be shown to him pilot a vessel to sea shall be subject to a fine of one hundred dollars, and a reversion of his license.

Sec. 5. And be it further enacted, That the master or commander of any vessel carrying passengers from any port or ports in the United States to any port or place in Mexico or Central America shall, immediately on arriving at such last mentioned port or place, deliver to the United States consul, vice-consul, or commercial agent at such port two copies of the list of passengers required to be kept on such vessel, by said section thirty-five of the act of August thirty, eighteen hundred and fifty-two, embracing all the passengers on board the vessel at any time during its voyage up to its said arrival, and duly verified by the oath of such master or commander, and of the inspection of the consul, vice-consul, or commercial agent previous to or at the landing of the passengers; one of which copies the said consul, vice-consul, or commercial agent shall file in his office, and the other of which he shall transmit, without delay, to the collector of the port in the United States first, which the vessel last cleared. And if such master or commander shall refuse or neglect to comply with the requirements of this section, or shall knowingly make a false return of the list of passengers, he, together with the owner or owners of such vessel, shall be subject to a fine not less than ten thousand dollars, and such fine shall be forfeited to the vessel until paid.

Sec. 6. And be it further enacted, That the provisions of section thirty-five of the act entitled "An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam," approved July seventh, eighteen hundred and thirty-eight, and the same are hereby extended to the owner or owners of any steamboat or other vessel propelled in whole or in part by steam, and to all public officers, or by or in consequence of whose fraud, iniquity, misconduct, or violation of law, the life or lives of any person or persons on board such steamboat or vessel may be destroyed.

Sec. 7. And be it further enacted, That if the owner or owners, master, commander, or other person in charge of any steamboat or other vessel, shall wilfully present or cause to be presented any false or fraudulent list or lists of its passengers, or copies thereof, to any consul, vice-consul, commercial agent, collector, or other custom house officer, or of the departure permit to any pilot, he or they shall be held guilty of misdemeanor, and on conviction thereof shall be imprisoned for a term not exceeding two years; and the vessel shall be liable to seizure and forfeiture.

Sec. 8. And be it further enacted, That the Secretary of the Treasury shall cause to be pre-

pared a synopsis of such of the laws relating to the carriage of passengers, and their safety on vessels propelled in whole or in part by steam, as he shall think expedient, and have the same printed in convenient form, and in such manner and under glass, and cause any such vessel to copy, on application of its owner or master, who shall, without unnecessary delay, have the same framed under glass, and place and keep them in conspicuous places in such vessel, in the same manner as is provided by law in regard to certificates of inspectors; and no clearance shall be issued to such vessel until the collector or other chief of the customs shall be satisfied that the provisions of this section shall have been complied with by such owners or master; and in each case the owner or master shall neglect or cause to comply with the provisions of this section, he or they shall forfeit and pay for each offence one hundred dollars, and such fine shall be a lien upon the vessel until paid.

Sec. 9. And be it further enacted, That informers shall be entitled to one-half of any penalty or fine collected under this act or the said act of March third, eighteen hundred and forty-five, [eighteen hundred and fifty-five], upon their information.

Sec. 10. And be it further enacted, That all steamers and other vessels belonging to a citizen or to citizens of the United States, and bound from any port or place in the United States to any foreign port, or any port in the United States, shall, before clearance, receive on board all such bullion, coin, United States notes and bonds and other securities as the Government of the United States or any department thereof, or any minister, consul, vice-consul, or commercial or other agent of the United States abroad shall offer, and shall securely convey and promptly deliver the same to the proper authorities or consignees on arriving at the port of destination, and shall receive for such service such reasonable compensation as may be allowed to other carriers in the ordinary transactions of business.

Approved July 4, 1864.

[PUBLIC- No. 209.]

AN ACT to pay in part for publishing the debates of Congress, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Senate and the Clerk of the House of Representatives be and they are hereby directed to purchase from the publishers of the Congressional Globe and Appendix, for each Senator, Representative, and Delegate in the present and each succeeding Congress, who has not heretofore received the same, one complete set of the Congressional Globe and Appendix.

Sec. 2. And be it further enacted, That there shall be entitled to the publishers of the Congressional Globe and Appendix, for each Senator, Representative, and for any other person, not an officer, such payment shall be made to the widow, child, or children, father, mother, brothers, and sisters (jointly) in the order of preference, under such rules as the Second Comptroller of the Treasury may prescribe; such credits and gratuity to be paid out of any money in the Treasury not otherwise appropriated.

Sec. 3. And be it further enacted, That in case of the death of such petty officer, seaman, or other person, not an officer, such payment shall be made to the widow, child, or children, father, mother, brothers, and sisters (jointly) in the order of preference, under such rules as the Second Comptroller of the Treasury may prescribe; such credits and gratuity to be paid out of any money in the Treasury not otherwise appropriated.

Approved July 4, 1864.

[PUBLIC- No. 210.]

AN ACT making an appropriation for testing submarine inventions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twenty-five thousand dollars is hereby appropriated for the purpose of testing submarine batteries and other inventions, to be applied under the direction of the Secretary of the Navy to experiments upon such devices for submarine operations as may be recommended as worthy of practical test by a commission of competent naval officers and scientists, now or hereafter to be organized for their examination.

Approved July 4, 1864.

[PUBLIC- No. 211.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 212.]

AN ACT making an appropriation for testing submarine inventions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twenty-five thousand dollars is hereby appropriated for the purpose of testing submarine batteries and other inventions, to be applied under the direction of the Secretary of the Navy to experiments upon such devices for submarine operations as may be recommended as worthy of practical test by a commission of competent naval officers and scientists, now or hereafter to be organized for their examination.

Approved July 4, 1864.

[PUBLIC- No. 213.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 214.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 215.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 216.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 217.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 218.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 219.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 220.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 221.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

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[PUBLIC- No. 222.]

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Approved July 4, 1864.

[PUBLIC- No. 223.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by him, for the education of such midshipmen or others at the Naval Academy as show a peculiar aptitude thereto as naval constructors, or civil and steam engineers, and may form a separate class for this purpose, to be styled cadet engineers, or otherwise afford to such persons all proper facilities for such a scientific technical education as will fit them for their profession.

Approved July 4, 1864.

[PUBLIC- No. 224.]

AN ACT to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be and he is hereby authorized to provide, by regulations to be issued by

THE COMMONWEALTH  
FRANKFORT.

MONDAY.....NOVEMBER 14, 1864.

Thanksgiving Proclamation.

By the President of the United States of America.

It has pleased ALMIGHTY GOD to prolong our national life another year, defending us with His guardian care against unfriendly designs from abroad, and vouchsafing to us in His mercy many signal victories over the enemy who is of our own household. It has also pleased our HEAVENLY FATHER to favor as well our citizens in their homes as our soldiers in their camps and our sailors on the seas with unusual health. He has largely augmented our free population by emancipation and by immigration, while He has opened to us new sources of wealth, and has crowned the labor of our workingmen in every department of industry with abundant reward. Moreover, He has been pleased to animate and inspire our minds and hearts with fortitude, courage and resolution sufficient for the great trial of civil war into which we have been brought by our adherence as a nation to the cause of freedom and humanity, and to afford to us reasonable hopes of an ultimate and happy deliverance from all our dangers and afflictions.

Now, therefore, I, ABRAHAM LINCOLN, President of the United States, do hereby appoint and set apart the LAST THURSDAY IN NOVEMBER NEXT as a day which I desire to be observed by all my fellow citizens, wherever they may then be, as a day of *Thanksgiving and Prayer to ALMIGHTY GOD*, the benevolent CREATOR AND RULER OF THE UNIVERSE; and I do further recommend to my fellow citizens aforesaid, that on that occasion they do reverently humble themselves in the dust, and from thence offer up penitent and fervent prayers and supplications to the GREAT DISPOSER OF EVENTS for a return of the inestimable blessings of peace, union and harmony throughout the land, which it has pleased Him to assign as a dwelling place for ourselves and our posterity throughout all generations.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 20th day of October, in the year of our Lord, 1864, and of the Independence of the United States the eighty-ninth.

ABRAHAM LINCOLN.

By the President:

Wm. H. SEWARD, Secretary of State.

ELECTION RETURNS!

OFFICIAL.

FRANKLIN COUNTY.  
LINCOLN. McCLELLAN

No. 1. Frankfort, 70	123
Market House, 123	136
No. 2. Forks Elkhorn, 3	78
No. 3. Peaks Mill, 18	123
No. 4. Bridgeport, 12	120
No. 5. Bald Knobs, 17	47
Total, 253	689

Bennett H. Young, the leader of the rebel guerrillas who made the raid from Canada into Vermont, is a native of Kentucky, and was a student of divinity under Stuart Robinson, the rebel Editor of the disloyal *pseudo-True Presbyterian*, who is residing in Canada.

The Dayton Journal says Mr. Wm. Huffman of that city, aged 96 years, voted for Lincoln on November 8. He cast his first vote for Washington, while a resident of the State of New Jersey, and was a Democrat until the rebellion broke out.

The Richmond Examiner thus proclaims the principles upon which the traitors found their Confederacy:

The establishment of the Confederacy is verily a distinct reaction against the whole course of the mistaken civilization of the age. For liberty, equality, fraternity, we have deliberately substituted slavery, subordination and government."

McClellan has carried Kentucky, New Jersey and Delaware. Oregon, California and Nevada to hear from.

At 2 o'clock, on the morning of November 9, a terrible tornado passed over Chester, Illinois. More than a dozen houses were blown down and completely demolished, burying their sleeping inmates in their ruins. Five persons were killed and twelve or fifteen wounded, several of them severely. A brick church was blown to atoms. Several skiffs in the river were carried near quarter of a mile up the bluff.

The Louisville Journal of November 11, contains the following card:

As the proprietors and myself differ irreconcilable with respect to the future course of the Journal, I deem it my duty to retire from the paper.

My connection with the Journal is accordingly dissolved.

PAUL R. SHIPMAN.

The New York Journal of Commerce, which has for four years past strenuously opposed the Administration, and given all the aid and comfort to the rebels that it could and keep clear of the actual overt act, since the election, and the overwhelming defeat of the anti-Union platform and nominees, declared that henceforth it will avoid the discussion of political questions.

The Journal of Commerce, the Boston Courier, and the National Intelligencer, during the recent canvass, cast off the dignity which had previously marked their course, and descended to originate and promulgate more perversions of the acts and conduct of the Administration, than all the other respectable papers in the Union. Their perversions and misrepresentations formed the stock in trade in which the Louisville Journal and other professed Union papers principally dealt. They well may be sick of their partizan cause: and we warn the people not to be misled by their professed withdrawal from political discussion: it is but a ruse, whereby they can stab the Union cause more securely.

The Plot against Chicago.

We have already noticed the discovery of a plot to release the rebel prisoners at Camp Douglas and rob and burn Chicago, and the arrest of many of the leaders, and others. The details have been received in the Chicago papers. The plot was discovered from suspicions being excited by the arrival of many armed by trains and boats from all directions. Telegrams were also received by Hon John Wentworth from the Southern portion of Illinois that bushwhackers from Kentucky and Missouri and rebel sympathizers from Illinois—Sons of Liberty—were filling the cars from Chicago. Vigilance on the part of the authorities was soon rewarded by the capture of many of the conspirators. From the detailed account of the arrest, etc., in the Chicago Tribune of November 8, we extract the following:

The programme of the villains will be found fully detailed in the substance of a confession made by Charles Walsh, late candidate for Sheriff, more recently Brigadier General of the Sons of Liberty, and now a prisoner in Camp Douglas.

The confession is perfectly damning, implicating large numbers of Copperheads in this city, leading members of the Invincible Club, some of them candidates on the Copperhead ticket. He confesses to all; yes, much more than was supposed.

Walsh admits that the mine should have been sprung two weeks ago, but for various reasons the execution of the plot was postponed till election day. The plan was the very same at first as subsequently, except as to interfering with the election. The infernal scheme as last shaped was as follows:

A force of about 400 men—K. G. C.'s bushwhackers and guerrillas, were to be assembled here, and with them an attack should have been made on Camp Douglas late evening for the purpose of liberating the rebels confined there. Walsh, with 150 men, was to assault the east side of the camp, and another man, whose name we may not now furnish, with 200, was to take the west side. The operation was to be superintended by Marmaduke, who should have the remaining 50 men as a reserve corps ready to act where wanted. The programme was to break down the fence, and stampede the 12,000 prisoners who were all ready for the work, having been informed of it in some way best known to themselves. The prisoners were to be armed as speedily as possible, the garrison overpowered, their arms and artillery secured, and the garrison made prisoners. This, it was believed, could easily be done if the attack were made as concerted, and indeed there is little room to hope that it would have been otherwise than successful had it not been nipped in the bud by a premature exposure of the whole scheme.

With Marmaduke at their head, the rebels were to march into the city, and then set fire to the principal buildings. For the purpose of controlling this latter phase of the business, the water plugs had all been marked, and a force detailed to set the water running so as to empty the mains and exhaust the water supply. The telegraph wires were to be cut on the first onset, and then set fire to the railroad depots, the elevators, the shipping, &c. The persons of the leading Union men in the city were to be seized, and they, with the plunder, marched off Southward.

It was believed that with this force of nearly 13,000 men the city could be so quickly overwhelmed as that effective opposition would be impossible, and that they could then, under their leader Marmaduke, march in any direction with perfect impunity. The scheme was well concocted. It lacked only one essential—a successful issue. Thank Providence that it was denied them. They had assembled here, as per programme, and had the arrests delayed a single day, it would have been too late—the oft-repeated threat would have been executed, and rivers of blood would have run in the streets of Chicago. No one can doubt that, had they once commenced active operations, they would have been joined by a sufficiently large number of Chicago disloyalists to have made a clean sweep of the city and reduced it to a heap of ashes.

Walsh is completely unmanned—broken down by his sudden arrest, the complete exposure of the treasonable conspiracy into which he has been led made the dupe of persons more designing than himself, who have manufactured out of him a genuine cat's-paw. He evidently feels that his only chance of safety is to make a clean breast of the whole matter, and expose the villains who have overpersuaded him into this net. He now sees the deep guilt of the whole transaction, and the depth of the gulf on whose brink he has been toying.

Marmaduke has made a partial confession, or rather a series of admissions, which so far as they go fully substantiate Mr. Walsh's statements, and leave no doubt that the conspiracy was fully as diabolical in its character as is represented above. He has made these statements to a man who formerly served under him, and whom he still supposes to be in the rebel interest. It is worthy of remark that Marmaduke when first captured was especially desirous to have some brandy, which being presented, was cooled down and become quite easy in his manner.

Happily for us, and for the country at large, their schemes have so far failed, and those of them who have thus far adventured into the city, are now in that very cage whence they intended to release the rebel prisoners.

From the description of the more prominent prisoners we make brief extracts:

Charles Walsh is a man well known as a virulent Irish Copperhead, and is the first man who was suspected of being connected with the proposed insurrection. During the late Copperhead Convention it was discovered that he was engaged in manufacturing large quantities of bullets, and since that time he has been closely watched. For some days past it was known that he was secreting some men in his house, as he was purchasing from twelve to twenty pounds of beefsteak per day, and on his arrest Captain Cantrell and private Charles Traverse, both in the rebel service, were found with him, and, of course, also arrested. Capt. Cantrell was one of Morgan's old command. Walsh was at one time a Sergeant-at-Arms in the State Legislature, and served for five years as a soldier in the Florida war. Two years ago he ran on the Copperhead ticket for Sheriff, but was defeated, since which

From the Knoxville Whig.

Assaults of the Louisville Journal.

To George D. Prentiss:

Since the opening of this Presidential campaign I have been repeatedly assailed through your paper, either editorially or by such dismissed officers and humbugs as Wolford. I have never replied either to your editorial attacks, or the attacks of different correspondents. I have felt assured that you desired to make some little capital for your Constitutional-Conservative-States-Rights-Peace-on-any-terms ticket, and it has gratified me a little to know that my blows have been felt somewhere. In noticing your attacks at this late day, it will be apparent to all that I address myself to you, and not to the odds and ends of all God's creation, who compose the newly organized party of Democrats and traitors with whom you are associated.

In your paper of the 30th October, you editorially, that "Brownlow, having received a letter from Lincoln, he now declares his approbation, as we understand, of all that Lincoln has done and all that he may hereafter do. Every such man has his price."

This, Mr. Prentiss is a direct charge of bribery and corruption and needs to be vindicated by a statement of facts, after which I propose to contrast my record with yours, and to take a brief view of the relations of a secret compact between the Richmond authorities and the Emperor Maximilian.

I hold an office in the Treasury Department which was conferred upon me by Mr. Chase without my seeking it, or any friend applying for me. The pay is not equal to the labor performed, and at no time has paid the board of my small family, with my two sons in the army. I have retained the position because I desired to serve my friends in East Tennessee, and to unite with them in restricting the benefits of trade to the loyal men of the country.

During the first eighteen months of the war, you, associated with others, held office under Lincoln, or, if you please, were mixed up with contracts; and when I last saw you, in Nashville, summer was a year ago, you was staving and puffing along, to and from the front, moving heaven and earth, to secure some big contracts to supply the army of the Cumberland, and writing the most sickening and flattering notices of Gen. Rosecrans, in the hope of winning upon him and his officials. But all your flattery failed, and all the letters you presented failed to secure for you the contracts you sought; and thus refusing to give you your "price," you bolted from the support of Lincoln's administration. While you were interested in contracts under the Government, you was as good a Lincoln man as I was.

To be candid with you, Mr. Prentiss, you figured badly in your scramble after contracts and clamor for extra privileges—others associated with you, and making a tool of you, and using your position as a journalist, to worm themselves into positions where they could swindle the Government. Indeed, I heard the remark made by men who had always been your admirers, that it was humiliating, nay, mortifying and disgraceful, to see a poor old man, in his dotage, and under the influence of liquor and an inordinate love of money, in such a drive as you were in, going and coming to Rosecrans' headquarters, and calling at the St. Cloud Hotel, at Nashville, to muster up additional backers.

While I was North, after I had spoken extensively, and my speeches were reported extensively, and my words were reported to the world what I really did say that I endorsed Lincoln's entire war policy, and the putting down of the rebellion even at the cost of exterminating the Southern population, you wrote to me and proposed to join me in partnership in starting a new Union paper in Nashville—an offer I politely declined. It is due to you to state that, at that time, you were receiving your "price," and my principles were not offensive to you. You are the last man in America to talk about men having their "price" and selling out to Lincoln.

There is a slight difference in the positions occupied by your family and mine, and as a necessary consequence, your principles and mine must differ. My wife and little children, after I had been incarcerated for three months and sent out of the country, were unceremoniously forced to pack up and vacate their house and home, and go North, at their own expense, upon thirty six hours notice, and thus thrown upon my hands North, while my property remained here for the use of the Confederacy. I thought all the time, and still think, that the Government ought to have done something more for me than to confer upon me this small office, although I have not expressed this opinion before.

My two sons entered the Federal army, and one of them is now at home on crutches, because of wounds received in leading his regiment of cavalry in a charge upon Wheeler's forces in Middle Tennessee. My other son is in Gen. Gillen's command, and was in the fight when the great Kentucky horse thief, Morgan, was killed, under whom and with whom your sons have been fighting against the Government upon whose bounty their rebel mother and contract-hunting father are living.

One of your sons was killed in Kentucky while on a horse-stealing expedition under rebel officers. Your other son is now on trial in Virginia, for the murder of a brother rebel by the name of White. Your wife is an avowed rebel and ought to be sent South by the Federal authorities; and you are but one degree removed from a rebel and a traitor, having completely played out. There is not a true-hearted Union man in your office, unless he be some one of the employees. Your paper is no longer Union authority, but is rapidly sinking into disrepute and meeting with that contempt its treason merits.

With pity for the sorrows of a poor old man, I am, &c., W. G. BROWNLOW.

November 5th, 1864.

—Lincoln's majority in New York is 8,456. Fenton, for Governor, has over 9,000. Illinois gives 25,000 majority for Lincoln and a gain of five members of Congress.

We learn that four guerrillas went to Christiansburg, on the day of election, and Union men were afraid to go to the polls. The guerrillas for a while went inside the house and had possession of the polls.

The Cincinnati Times, of the 10th, under its head of "Covington News," has the following:

"Gen. McCLELLAN.—It is rumored that "Little Mac" has written to his friend, the principal real estate agent of this city, asking upon what real estate a desirable country, in which to own, can be procured. The General would prefer the Eagle Hills to going up Salt River. Colonel Jessie with his guerrilla force, is still in the Eagle Hill country, and will no doubt extend a cordial welcome to his distinguished co-laborer in the Democratic cause."

Kentucky Official Election Returns.

Counties.	Lincoln.	McClellan.
Anderson.	34	272
Boyle.	52	274
Bourbon.	850	55
Bullitt.	64	130
Clark.	690	17
Franklin.	303	253
Fleming.	701	357
Fayette.	1,496	882
Hardin.	1,000	83
Jefferson.	6,404	2,066
Jessamine.	512	17
Lewis.	391	645
Lincoln.	881	109
Mercer.	626	271
Meade.	630	3
Madison.	700	800
Marion.	1,119	28
Montgomery.	813	401
Oldham.	588	31
Pendleton.	688	428
Rockcastle.	259	87
Scott.	567	18
Shelby.	990	28
Woodford.	564	554

Commissioner's Notice.

John H. Vaughan, Administrator of Elizabeth Ward, deceased, Plaintiff,  
vs  
Elizabeth Ward's heirs and creditors, Defendants.  
Petition in Equity.

THIS cause has been referred to the undersigned Master Commissioner for settlement. Persons having claims against the estate of Elizabeth Ward, deceased, are hereby notified to produce the same to me, sworn to and proven as required by law, on or before the 20th day of November next, for settlement; otherwise, will be barred.

G. W. GWIN, Commissioner.

Franklin Circuit Court.

CARRIAGE MANUFACTORY!!

SHEYLOCK & REA

HAVE leased the Carriage Manufactory of Heming & Quin, and are prepared to execute all orders for new work in the neatest, most substantial, and promptest manner. Every description of Carriage and Buggy Repairing executed in the very best style. They solicit patronage, and promise to give satisfaction. Terms, CASH.

Frankfort, June 22, 1864—335-3m.

NOTICE.

Lost Certificate of Bank Stock.

CERTIFICATE No. 1,957, for six shares of Stock in the Farmer's Bank of Kentucky, dated July 13, 1859, in my name having been lost or mislaid, I hereby give notice I shall apply to said Bank at Frankfort, for a new Certificate in lieu of the one so lost.

THOMAS FROMAN.

Nov. 7, 1864—w&tw2m.

PUBLIC SALE

